

Rochester District 6
2900 48th St. NW
Rochester, MN 55901

December 17, 2024

Paul Sponholz
Steele County Engineer

We have concluded our study of CSAH 12 from 4th St. to CSAH 1 in Medford. This is in response to a speed study request received from the County.

Our study shows that a reduced speed zone, of 45 MPH, is appropriate and justified for the semi-urban portion of CSAH 12 from a point just east of 4th St. to a point just east of 6th St., a distance of approximately ¼ mile. This is a transitioning area, where the adjoining roadway setting is not purely rural, but is also not a typical fully urban section. Curbing does exist on the south side of CSAH 12 and there is a segment of sidewalk along the south side of CSAH 12 between 5th and 6th. There are three public street connections and a railroad crossing within this proposed reduced speed section.



East of 6th St., out past the school entrances, the school bus garage, and to CSAH 1, it is our determination that no reduced speed limit is appropriate or warranted. That roadway segment is designed as a rural type roadway, with full shoulders, and can safely accommodate vehicles traveling at the statutory speed limit of 55 MPH.

We do understand the concern for turning traffic and safety at the school entrances\exits; however, the conditions that arise there are sporadic and of typically short duration and are also of a seasonal nature. Establishment of a reduced speed limit is not warranted by roadway conditions. Our professional assessment is that there would be limited compliance by drivers to a reduced speed limit and that speed differentials of vehicles passing through this area would be higher. Speed differentials are a legitimate concern. Drivers attempting to enter CSAH 12 from the school area or from CSAH 1 could easily misjudge the actual speeds of

approaching vehicles, due to varying vehicle speeds, thereby substantially increasing the threat of a serious multiple vehicle crash. Speed variation is a serious consideration that contributes to elevated crash rates.

Steele County has improved this section of roadway by adding the westbound left turn lanes at the two school entrances. The improvements to the roadway enhance the safety of the facility and are a positive measure.



The approved speed study authorization has been submitted to you.

Sincerely,

Michael Schweyen, PE

District Traffic Engineer

MnDOT District Six – Rochester

CC:

Equal Opportunity Employer